REMARKS

Applicant has carefully reviewed the Official Action dated January 23, 2002 and this Amendment is intended to be fully responsive to the Action.

The drawings were objected to under 37 CFR 1.83(a) for failing to illustrate the actuator guided in a respective guide. Applicant believes the original drawings and disclosure supports this claim language; however, in an effort to expedite prosecution the claims have been amended to overcome this objection. No new matter has been entered.

The specification was objected to at page 8, line 7 ("of the drive motor"). Applicant submits that this language is grammatically correct and technically accurate because the planar configuration permits affixation of the drive motor to the other structural components. If the Examiner has any suggestions for more appropriate language, the Applicant will certainly be willing to adhere to the Examiner's suggestions.

Claims 1-13 were rejected under 35 U.S.C. §112, second paragraph, for indefinite claim language. The claims have been reviewed and amended to correct the reference to the "second actuator" in claim 5 to comply with the requirement of 35 U.S.C. §112. No new matter has been entered.

Claims 1-3, 11 and 13 were rejected under 35 U.S.C. 102(b) as being anticipated by Dupuy (USP 5,067,281). Claim 4 was rejected under 35 U.S.C. 103(a) as being unpatentable over Dupuy '281 in view of Kimura et al. '443. Claim 5, 6, 7, 8 and 12 were rejected under 35 U.S.C. 103(a) as being unpatentable over TenBrink et al. in view of Dupuy '281. Claim 9 was rejected under 35 U.S.C. 103(a) as being unpatentable over Dupuy '281 in view Marsholl et al. Claim 10 was rejected under 35 U.S.C. 103(a) as being unpatentable over TenBrink in view of

Dupuy '281 and Bauer et al.. These rejections are respectfully traversed in view of the above amendments and the following comments.

The claims have been amended to clearly recite the invention in a manner to overcome the prior art because the prior art fails to teach an arrangement where at least one of the actuators is/are guided and slidably fixed directly to the guides.

Dupuy '281 teaches an arrangement where the cable members 80 are attached to the glass via fastening means 88. The guides 36 provide structural framework in which the window pane 34 is operatively raised and lowered whereby the guides engage and edge of the pane 34. (see col. 3, lines 28-30 of Dupuy '281).

Because at least one actuator (e.g., fastening means 88) is not guided and slidably fixed directly to the guides as set forth in the presently claimed invention, it is submitted that the current prior art rejections have been overcome.

In view of the above amendment, it is respectfully submitted that the pending claims define the invention over the prior art of record and notice to that affect is earnestly solicited. Should the Examiner believe further discussion regarding the above claim language would expedite prosecution, he is invited to contact the undersigned at the number listed below.

Respectfully submitted:

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re application of:

MARSCHOLL, K.

Serial No. : 09/401,495 Examiner: STRIMBU

Filed : September 22, 1999 Group Art Unit: 3634

Title: MOTOR VEHICLE WINDOW LIFT WITH RIGIDLY COUPLED ACTUATORS IN THE LIFT-OPERATING POSITION

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APPENDIX SHOWING AMENDMENTS

IN THE CLAIMS

Please amend claims 1, 5, 6 and 13 as follows.

1. (Amended) A motor-vehicle window lift for lifting a window pane from a lower position to an upper position comprising a mounting structure (2), a drive system (4) for actuating a lift operating condition, a cable system (8) having two cable segments (3, 5) running substantially parallel to each other when said window pane is lifted from said lower position to said upper position, several reversing rollers (10) for the cable system (8) and two actuators (12, 13) for the window pane, each affixed to a respective one of the cable segments (3, 5), said two actuators (12, 13) being displaceably guided and slidably fixed respectively [along] directly to first and second guides (6, 7) on the mounting structure (2), wherein

the two actuators (12, 13) are rigidly connected to each other by a rigid coupling (11) such that the actuators are non-movably and non-pivotally fixed to the rigid coupling.

5. A motor-vehicle window lift for lifting a window pane from a lower position to an upper position comprising a mounting structure (2), a drive member (4), a cable system (8) having two cable segments (3, 5) running substantially parallel to each other when said window pane is lifted from said lower position to said upper position, several reversing rollers (10) for the cable system (8) and two actuators (12, 13) for the window pane, each affixed to a respective one of the cable segments (3, 5), at least one of said actuators (12, 13) being displaceably guided [in] and slidably fixed directly to at least one guide (6, 7) on the mounting structure (2), wherein the two actuators (12, 13) are connected to each other by a rigid coupling (11) such that the actuators are non-movably and non-pivotally fixed to the rigid coupling in a lift operating condition, and wherein

[a second actuator] one of said actuators is affixed to one of the cable segments (3, 5) remote from the at least one guide (6, 7) such that said [second actuator] one of said actuators is not guided by said guide (6, 7).

6. A window lift as claimed in claim 5, wherein the two actuators (12, 13) each are displaceably guided [in] and slidably fixed directly to first and second guides (6, 7), respectively.

13. A motor-vehicle window lift for lifting a window pane from a lower position to an upper position comprising a mounting structure (2), a drive system (4) for actuating a lift operating condition, a cable system (8) having two cable segments (3, 5) running substantially parallel to each other when said window pane is lifted from said lower position to said upper position, several reversing rollers (10) for the cable system (8) and two actuators (12, 13) for the window pane, each affixed to a respective one of the cable segments (3, 5), said two actuators (12, 13) being displaceably guided and slidably fixed respectively [along] directly to first and second guides (6, 7) on the mounting structure (2), wherein

the two actuators (12, 13) are rigidly connected to each other by a rigid coupling (11) such that the actuators are non-movably and non-pivotally fixed to the rigid coupling, and the window pane is connected to the actuators (12, 13).